

## LICENSE PLATES WILL BE STILL FURTHER DELAYED, SAYS AUSTIN

Chairman Hancock Reports Plate Makers Have Difficulty in Obtaining Steel, and Old Plates Will Hold Good For a While Longer; Many Chauffeurs Apply For Licenses.

MORE delay in getting the new state auto plates! That's the latest from Austin. Writing The Herald, Cyrus Hancock, chairman of the state highway commission, says:

"We have today a letter from the factory manufacturing our numbers, stating that the government demands on the steel mills have been so great that it will necessarily delay our number plates some, but they did not state how soon they are expecting to have all our number plates ready. We are hoping that the plates will be ready for distribution right soon; possibly the early numbers not later than two or three weeks."

This means that the El Paso motorists who have been feeling uneasy about the non-delivery of the plates can rest easy and go ahead on their old numbers. Motorists who have made application are safe from any prosecution. Those who have not applied may find themselves in trouble later, however.

Mr. Hancock also states that there has been delay in printing the highway laws, but that a liberal supply will soon be sent to The Herald for free distribution to El Paso motorists. Due notice of their arrival will be given in The Herald.

The Herald has supplied a large number of blanks for car and truck

## Here Are Rules For Economy Test With Your Own Motor Car

With all this talk of economy records, you'll probably want to test your own car. Here, in brief, are the rules.

Make no change in the standard equipment of your car. Top may be let down and the windows opened to lessen wind resistance.

Drive at the speed which will give you the best results with your car. This varies from 10 to 25 miles an hour, according to the make of car.

You are privileged to release the clutch on down grades and let the car coast but a return trip in the opposite direction must be made over the same grade.

Flushing point should be as near as possible to the starting point and all roads traveled must be traveled in each direction.

Don't stop the car unless compelled to. If you are compelled to stop, a rule makes an allowance of 1000 feet for each stop.

registration during the past week and filed nearly 125 applications for chauffeur licenses. Applications will now be taken only during the specified hours, which will be from 9 to 11 a. m. and 2 to 4 p. m. excepted, during the coming week.

Another stock of chauffeur blanks reached The Herald on Friday and there are now enough on hand to take care of all applicants. There will be a notary public in attendance at the Herald from 9 to 11 o'clock every morning to take the declarations of the chauffeurs.

Every driver who operates a car for hire or wages is required to take out a chauffeur's license. Owners who drive their cars for pleasure only do not need licenses, but owners who drive their cars in the taxi or jitney service must have them.

Herbert Hanks Up Fine Mark With New Lexington In Test

Lee Herbert, of the White-Herbert Motor company, likes a good race once in a while and when he heard that the Franklin six-cylinder sedan would have an economy run on Friday morning he asked and was granted permission to follow with a Lexington water-cooled car.

With J. W. Brane as official observer, Mr. Herbert hung on to the Franklin, which was making 21.3 miles an hour, for a distance of 21.3 miles. His car had not been "tuned up" in any respect and the mark set for a gallon of gasoline was regarded as highly complimentary to the Lexington by auto dealers.

"I knew that I had no chance to beat the Franklin on gasoline economy," said Mr. Herbert. "For I don't believe that there is a gasoline car built that will do that. However, I wanted to show that the Lexington can do some traveling on gas, too, and I'm satisfied that we hang up a creditable mark. Now I am asking the automobile editors to arrange some races so that I can put the Lexington against the Franklin for an all-out record. I believe that I'll come out with this time."

Marcos Russek Goes West and Friends Are "Expecting the Worst"

Marcos Russek, of the Southern Motor company, left Austin on Friday for El Paso and was on his way to the desert for his trip that his associates in the Southern Motor company, they "expect the worst" and are arranging to be at the depot when Mr. Russek returns. If he anticipates that a new Mrs. Russek will accompany him, before leaving, Mr. Russek stated that he was positively giving out no interviews.

USED CAR WEEK FOR THE TOLTEK COMPANY

Ben T. McKenzie, of the Toltelk Motor company, is a strong booster for "Buy Your Car Week" soon to be undertaken by the Motor Trades association and he is going to have a "used car week" starting Sunday, and clear his floor of all used cars. For the week-long used cars will be shown and lowest prices will prevail.

The Toltelk company has been given additional Arizona territory for the Automobile and will look after all the southern counties of that state in future.

There is a new Brooklands convertible roadster on display at the Toltelk that is going to make some talk. It is finished in light blue with white wire wheels and is upholstered in light red. A Glendale roadster, also on display, will reach the Toltelk in a few days.

ALAMOGORDO DEALER SIGNS ALL THE ROADS

While El Paso business men are talking about the desirability of marking all the roads leading to El Paso, C. W. Arnold, the enterprising Ford and Lincoln truck dealer at Alamogordo, has been working. He has just spent time in putting up big road signs on all highways leading to Alamogordo and these will prove a big convenience to motorists.

Mr. Arnold has proven himself a live wire in his work. He has been maintaining a large display room, stock of parts and repair shop for Fords at Alamogordo, he is completing a second showroom which will be devoted to Republic trucks.

It is Creators of the Southern Motor company, was greatly impressed by Mr. Arnold's enterprise when he was in Alamogordo early in the week.

## CONSERVATION OF MILEAGE

A Series of Articles on the Care and Repair of Automobile Tires.

Article Five—Rims.

EDITOR'S NOTE: It is estimated that the stupendous sum of \$100,000,000 was spent for automobile tires last year. This is a considerable sum, and it is estimated that \$100,000,000 was squandered by auto drivers through carelessness and ignorance in the use and care of tires. The Firestone Tire and Rubber company believes much of this money could have been saved by eliminating through education and that is the purpose of these articles, which were prepared by experts and offer only simple, practical suggestions.

IN THE early manufacture of tires, it was realized that the beads should be constructed in shape and measurement to a standard. The importance of secure fastening and correct seating of tire on rim has been evidenced by the care and rigid specifications which tire manufacturers have followed in the construction of beads, although not adhering to any particular standard as to construction of beads, their portion of tire, number of plies of fabric or thickness of materials.

At present most American tires and rims are made to their respective standards or approximately so, and thereby safety and efficiency are insured to a large degree. It is also possible for a customer to use tires of any American manufacturer.

The standard of tire construction makes it very clear that the warranty does not cover tires used on rims which do not bear the official inspection stamp of the Society of Automotive Engineers.

Some of the danger of rims applied to wire wheels being drawn out of round and especially the danger of rims being drawn out of round in circumference, the official inspection is now extended to cover complete rims which do not bear the official inspection stamp of the Society of Automotive Engineers.

When Rims Are Damaged. Even though a rim bears an inspection stamp, it should not be taken for granted that they are all right—conditions that are damaged in application to wheels or in service, therefore it is advisable to examine carefully.

Some straight-side rims on the market were manufactured by simply bending down the clinches of the rim and using for clincher rims. They are not a good fit for straight-side tires and in many instances are found to be defective.

Some types of split rims, particularly of the straight-side style are difficult to tighten uniformly on the wheel. Under such circumstances the rim will not be tight and the tire will be damaged. If the clinches are not tight, the tire will be damaged. If the clinches are not tight, the tire will be damaged.

When Rims Are Damaged. Even though a rim bears an inspection stamp, it should not be taken for granted that they are all right—conditions that are damaged in application to wheels or in service, therefore it is advisable to examine carefully.

Some straight-side rims on the market were manufactured by simply bending down the clinches of the rim and using for clincher rims. They are not a good fit for straight-side tires and in many instances are found to be defective.

Some types of split rims, particularly of the straight-side style are difficult to tighten uniformly on the wheel. Under such circumstances the rim will not be tight and the tire will be damaged. If the clinches are not tight, the tire will be damaged. If the clinches are not tight, the tire will be damaged.

When Rims Are Damaged. Even though a rim bears an inspection stamp, it should not be taken for granted that they are all right—conditions that are damaged in application to wheels or in service, therefore it is advisable to examine carefully.

Some straight-side rims on the market were manufactured by simply bending down the clinches of the rim and using for clincher rims. They are not a good fit for straight-side tires and in many instances are found to be defective.

Some types of split rims, particularly of the straight-side style are difficult to tighten uniformly on the wheel. Under such circumstances the rim will not be tight and the tire will be damaged. If the clinches are not tight, the tire will be damaged. If the clinches are not tight, the tire will be damaged.

When Rims Are Damaged. Even though a rim bears an inspection stamp, it should not be taken for granted that they are all right—conditions that are damaged in application to wheels or in service, therefore it is advisable to examine carefully.

Some straight-side rims on the market were manufactured by simply bending down the clinches of the rim and using for clincher rims. They are not a good fit for straight-side tires and in many instances are found to be defective.

Some types of split rims, particularly of the straight-side style are difficult to tighten uniformly on the wheel. Under such circumstances the rim will not be tight and the tire will be damaged. If the clinches are not tight, the tire will be damaged. If the clinches are not tight, the tire will be damaged.

When Rims Are Damaged. Even though a rim bears an inspection stamp, it should not be taken for granted that they are all right—conditions that are damaged in application to wheels or in service, therefore it is advisable to examine carefully.

Some straight-side rims on the market were manufactured by simply bending down the clinches of the rim and using for clincher rims. They are not a good fit for straight-side tires and in many instances are found to be defective.

Some types of split rims, particularly of the straight-side style are difficult to tighten uniformly on the wheel. Under such circumstances the rim will not be tight and the tire will be damaged. If the clinches are not tight, the tire will be damaged. If the clinches are not tight, the tire will be damaged.

When Rims Are Damaged. Even though a rim bears an inspection stamp, it should not be taken for granted that they are all right—conditions that are damaged in application to wheels or in service, therefore it is advisable to examine carefully.

Some straight-side rims on the market were manufactured by simply bending down the clinches of the rim and using for clincher rims. They are not a good fit for straight-side tires and in many instances are found to be defective.

Some types of split rims, particularly of the straight-side style are difficult to tighten uniformly on the wheel. Under such circumstances the rim will not be tight and the tire will be damaged. If the clinches are not tight, the tire will be damaged. If the clinches are not tight, the tire will be damaged.

When Rims Are Damaged. Even though a rim bears an inspection stamp, it should not be taken for granted that they are all right—conditions that are damaged in application to wheels or in service, therefore it is advisable to examine carefully.

Some straight-side rims on the market were manufactured by simply bending down the clinches of the rim and using for clincher rims. They are not a good fit for straight-side tires and in many instances are found to be defective.

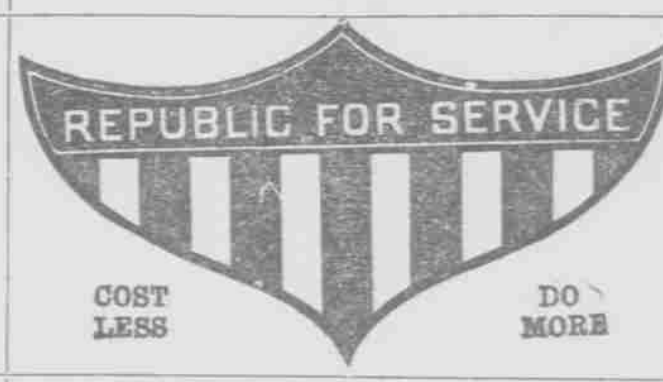
Some types of split rims, particularly of the straight-side style are difficult to tighten uniformly on the wheel. Under such circumstances the rim will not be tight and the tire will be damaged. If the clinches are not tight, the tire will be damaged. If the clinches are not tight, the tire will be damaged.

When Rims Are Damaged. Even though a rim bears an inspection stamp, it should not be taken for granted that they are all right—conditions that are damaged in application to wheels or in service, therefore it is advisable to examine carefully.

Some straight-side rims on the market were manufactured by simply bending down the clinches of the rim and using for clincher rims. They are not a good fit for straight-side tires and in many instances are found to be defective.

Some types of split rims, particularly of the straight-side style are difficult to tighten uniformly on the wheel. Under such circumstances the rim will not be tight and the tire will be damaged. If the clinches are not tight, the tire will be damaged. If the clinches are not tight, the tire will be damaged.

When Rims Are Damaged. Even though a rim bears an inspection stamp, it should not be taken for granted that they are all right—conditions that are damaged in application to wheels or in service, therefore it is advisable to examine carefully.



**REPUBLIC FOR SERVICE**

**COST LESS DO MORE**

## Efficiency

in motor truck delivery means the lowest upkeep, the most consistent operation and dependability under all conditions of service.

Business men of the Southwest get that Efficiency, every business day of the year, by using

## Republic Trucks

**Torbenson Internal Gear Drive**

We don't need to tell you about the sturdy construction of Republic Trucks. Just ask any business man operating a Republic and he will give you facts and figures which prove the Republic to be THE motor truck for the Southwest.

**From Tucson To Tucumcari**

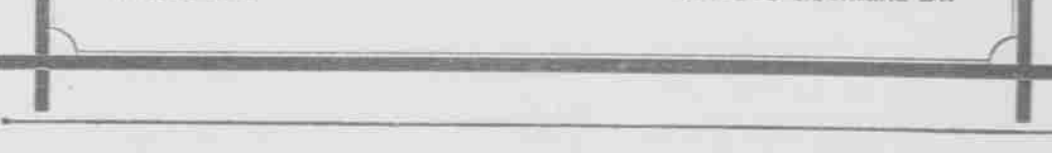
You will find Republic Trucks cutting the delivery costs for enterprising merchants, transfer companies, contractors and stockmen.

**There's a Republic To Fit Your Needs.**

**Southern Motor Company**

"The House Of Service"

Phone 490. 311-313 Montana St.



## EFFICIENCY TIPS

WHEN a clutch starts slipping badly it is needless to race the engine in the hope that the car will move faster. Rather operate the engine slowly with a slight change in speed so as to attempt to cause the flywheel to carry the clutch around. When the engine is used it makes matter worse all around, for the clutch does not hold and there is possibility of burning it up altogether.

For common travel near home the spare tire should not be carried on the car where it will deteriorate almost as fast as in storing it. Before taking the car out of the garage inspect the tires carefully, and if tread cuts are visible on the spare tire in place of the injured one while repairs are being made.

Electric cables that run on sharp edges of battery box or other parts will soon wear through the insulation from vibration of the car, and a short circuit will occur that may be hard to locate. These parts should be well protected with adhesive tape and frequently inspected.

An automobile dealer says that anyone who wants to have a fine running motor should put a couple of quarts of light medium lubricating oil in with every ten gallons of gasoline pumped into the tank. This is particularly efficient, he says, in the case of a new motor. It will be limited up in considerably less time and will give better service thereafter.

Short circuits may be found in countless places. Generally they are found in the battery itself, around the battery where electrolyte has been

carelessly spilled, or in the wiring some distance from the battery. Then, again, one might occur at such a point in the electrical system as not to directly affect the battery, yet seriously interfere with the working of some other part of the equipment, with the resultant waste of such energy as would render the battery powerless to operate even the lamps of the car.

If a short circuit is found and cannot immediately be repaired, disconnect one terminal lead of the battery and tape the battery up. The car will run on a "short" supply carefully with the following instructions: Charge the battery at night. Upon completion of the charge unhook the terminal connectors and thereby isolate the battery so that it cannot be affected by outside influences. Take reading.

The following morning take another specific gravity reading. If it is as high as at the end of one charge the battery is O. K. and the "short" is in the wiring. If, however, the reading in one or more cells should fall during the night, then the battery is shorted.

Motorcycle owners frequently will find that dragging brakes are a source of trouble in wet weather. In order to prevent the brake bearing on the drum loosen them to such an extent that the drum can turn freely. If a new drum can be pushed in edge-wise between the band and the drum at any point, without the interference of an external brake, there will be enough clearance for ordinary running but the drum must be held in place by the band to the drum to allow of instant brake application.

Many motorists still believe that in hot weather the air in a tire expands to the danger point. It is true, of course, that on a warm day the air does expand, but so slightly that its effect is negligible. The practice of running tires at less than the recommended pressure lessens the effect of a saving has cost motorists thousands of dollars for internal tire heat—the thing the driver is trying to avoid—results not from the temperature of the outside air but from constant bending of the tire as it rolls along the road. Running the tires underinflated simply increases this bending of the sides.

Spark plug porcelain cracks from a variety of causes. One is blow from a wrench while tightening, pulling too hard in the ignition wire, dropping the plug or a defect in manufacture are frequent causes. But the usual trouble is from screwing them too hard into the cylinder. As the plug heats up and expands it cracks the porcelain.

Do not neglect to take a few spark plug once with you on your trip. The metal parts of a spark plug will last almost indefinitely, but the cones must break in time, and that usually means buying a new spark plug. As the cones can be brought to a friction of the cost of a new plug, it means economy to carry a few with you. Also carry a few extra gaskets.

**MEXICO MARKET STILL GOOD FOR THE DEALERS**

"The Mexico market is still first-class—getting better, if anything," said E. Gordon Perry of the Lone Star Motor company. "We shipped several motor cars to Chihuahua this week and H. N. Griffin, one of our salesmen, is again in Chihuahua and digging up some nice orders."

**JAMAICA HAS 833 AUTOS**

The latest official census from Jamaica gives a total of 832 motor cars and trucks, which taken with a population of 25,000, all told, reflects a general prosperity.




## Used Fords Are Our Specialty

We Buy, Sell and Exchange Used Cars. Just Now We Have Some Special Offerings in Fords. See them. We Buy and Sell Used Cars, Used Tires, Used Accessories, Etc. We Can Save You Money.

**Byars & Company**

Phone 1379. 315 W. San Antonio St.



**5000 Miles Adjustment Guarantee**

**Bridge over your Tire trouble**

**QUAKER RUBBER**

TEMPERING the rubber adds the finishing touch to the bridge over your tire troubles. Without the exclusive feature of tempering, Quaker Tires would be as good as the best, but the temper makes Quakers super-tires.

The fine materials used and the sturdy construction of Quaker Tires insure your money's worth; the temper pays a big mileage dividend on the investment.

The one Quaker Tire you buy today will sell you three more later.

**DISTRIBUTORS**  
**C. F. JOHNSON CO., Inc.**  
411 Mesa Ave.  
El Paso, Texas

Phone 2560

## WHOLESALE TRI-STATE MOTOR CO. RETAIL



**TRI-STATE MOTOR CO.**

**EVERYTHING FOR EVERY CAR**

**WEST SAN ANTONIO & LEON STS.**

**PHONES 4200 and 4201**

## Houk Wire Wheels Commercial Bodies

Are the best Wheels made—bar none. We have just received another shipment of Ford sizes—five wheels to the set. In white or black.

for Ford Cars. We have them in steel and also the famous "Ames-Bilt" bodies. Two carloads received this week.

**ONE-MAN TOPS FOR FORDS.**

Another shipment just in. Get one before they are all gone.

**GOODYEAR TIRE SERVICE.**

We are Special Service Representatives for Motz Cushion Tires and Goodyear Pneumatics—all sizes.

